

## PROBING TRANSIT CHARGES.

## RAILROAD COMMISSION HEARS BROOKLYN'S PLAINT.

Col. Cole Says Commissioners Will Have Some Recommendation to Make When Hearing Has Been Concluded. Some of the Present Conditions, but Not the Bridge Terminal Facilities.

The fact that the people of Brooklyn are greatly stirred up over the transportation given by the Brooklyn Heights Railroad Company was plainly demonstrated at the hearing before the State Railroad Commission in the Borough Hall yesterday. The Commissioners, Col. Ashley W. Cole, Col. George W. Dunn and Frank M. Baker, paid the greatest attention to the remarks of many prominent citizens of Brooklyn. In the large room in which the hearing took place was President Jacob L. Greengrass of the Brooklyn Rapid Transit Company, Borough President Swanstrom, Prof. George A. Collins and John L. Wells, counsel for the railroad company, ex-Judge Abraham H. Dailey, William McCarrroll, president of the Manufacturers' Association of New York; ex-Judge Hiram R. Steele, president of the Brooklyn League; Nathan Jones of the Broadway Board of Trade; Richard C. Wallace, president of the George W. Bush, President William J. Maxwell of the South Brooklyn Board of Trade; Abner S. Haight of the Citizens' Union, Charles N. Chadwick, Frank Harvey Field, Ludwig Nissen, James T. Hollis, ex-Congressman Edmund F. Driggs and a large number of manufacturers and residents of the suburb.

The charges were read by Ludwig Nissen of the Manufacturers' Association. His report on the financial standing of the railroad company was received with interest. The financial showing of the company as read by Mr. Nissen was:

The annual report of the Railroad Commission for 1902 shows that the Brooklyn Rapid Transit Company has been able to maintain a reliable service. It is known that the original cost of the Kings County Elevated Railroad was \$20,000,000. The cost of the cars and engines, an allowance of \$2,000,000 per mile for the cost of the road, which would make the cost of this road \$35,000,000 per mile, and the whole cost of this road would be \$10,000,000.

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What the commission wants, said Col. Cole, is a remedy that will bring relief to the people of Brooklyn. The commission wants a remedy that will bring relief to the people of Brooklyn. The commission wants a remedy that will bring relief to the people of Brooklyn.

Let him buy it, said several citizens. At this point ex-Judge Dailey, counsel for the Manufacturers' Association, called as a first witness Benjamin Blair, Mr. Blair was sworn. He gave some of his experiences of the overcrowding of the cars and said that by the stopping and starting of the cars he was often thrown against one another in such a way as to practically cause assaults.

Some of the other witnesses, said Ludwig Nissen, are rotten and filthy. "I have witnessed shameful scenes," he continued. "I have seen men and women jammed together in such a way that they are unable to move. I have seen men and women punched and I have seen the clothes of others torn at the bridge terminal."

It is not necessary to say that the members of the commission, said Col. Cole, have been to the bridge terminal to see that. I have been there, and so has every member of the commission. No man who is not a member of the commission has been to the bridge terminal to see that. I have been there, and so has every member of the commission.

"I never take a car," said Mr. McCarrroll. "The second car might never come." Charles J. Edwards, of the Manufacturers' Association, testified that all cars are crowded in the downtown section at all times of the day, and advocated the use of Atlantic avenue and other streets to relieve the jam.

W. T. Butler of the Ocean Hill Board of Trade told of the wretched conditions on the Fulton street and Reid avenue lines and the troubles of the Ocean Hill residents in getting to the city. He said that the people would not transfer to all their lines and consequently it was sometimes necessary to pay two fares to get to uptown shopping districts.

"This causes the people to walk to lines that will transfer them to go downtown, congesting lower downtown streets," said Edgar S. Haight, vice-chairman of the Citizens' Union, said that the condition of the rear platform on both trolley and elevated lines was a disgrace to the community. "I have seen, not once, but frequently," he said, "hoodlums blocking up the rear platform of the cars and forcing the passengers to stand in the aisles. During the rush hours young girls are handled in a disgraceful manner."

At the close of Mr. Haight's testimony he asked counsel for the railroad company if he was not right in supposing "at much of the things complained of by the witnesses at the inquest was new to the city?" "Oh, no," said Prof. Collins: "We have known about them."

"Then," said Mr. Haight, "all the condemnation the public can bestow is not too much." Edwin A. Miller, Assemblyman-elect from the Twenty-first Assembly district, testified to the condition of the service on the Kings County elevated line in the early morning hours. Frequently, he said, the trains were in total darkness because the lamps which were used at a 4 o'clock hour on the previous afternoon, were burned out.

He made special complaint of the stations at and beyond Lexington street, which are left unlighted at night without ticket collectors or guard. Boys and young men congregate at these stations and in many cases passengers are insulted and annoyed by them.

He said that at any time boys might be seen hanging about the platform and that at these stations and jumping off as the train came to the end of the platform, at imminent risk of the cars being derailed.

At the close of Mr. Miller's testimony the hearing was adjourned until Tuesday, Jan. 6, at 10 A. M.

President Jacob L. Greengrass said, after the close of the hearing, that he would probably testify at the next hearing. "I mean to do it," he said. "We are doing the best we can." Also that we are making improvements and that until better terminals and proper facilities are obtained we cannot be expected to do more.

Col. Cole said that he could safely assure the public that the Railroad Commission was cognizant of the conditions existing and that when the hearing was concluded it would have some recommendations to make.

## THE CROWDING IN MANHATTAN.

## Metropolitan Co. and Merchants' Association Devise Plans to Avoid Them.

Preliminary to the hearing by the State Railroad Commission to-day on the inadequate transportation facilities in Manhattan a conference was held yesterday at the office of the Metropolitan Street Railway Company between President H. H. Vreeland, William F. King, chairman of the Merchants' Association's Committee on Franchises and Transportation; Theron O. Strong, president of the association's legal committee, and S. C. Mead, assistant secretary of the association, at which it was agreed that the whole question of surface railroad facilities shall be considered by representatives of the railroad company and of the Merchants' Association to-morrow week. The questions considered will be these:

Full and continuous service on all lines owned and controlled by the Metropolitan Railroad Company, particularly on the West side lines, by the running of all cars necessary for the speedy movement and proper accommodation of the public so far as physical conditions permit.

The removal of heretofore turning northbound Broadway cars into Sixth avenue at Thirty-fourth street, and northbound cars of the Second Avenue car line, and the removal of the cars from the intersection of Fourth street, thus abolishing the congestion at that point.

The removal of unused car tracks, provided the city will safeguard the present franchise of the Metropolitan Railroad Company.

Restricting cars: providing two conductors per car during the rush hours, and on all the cars at least one of the conductors to be a woman.

That more cars be run in the rush hours, both day and night, than at other times of the day and night.

That the companies prohibit standing in the open cars of the surface roads, as they are now constructed.

That the number of passengers standing on the platform of any of the cars shall be limited, so that passage may be unobstructed.

"We would urge your immediate attention to this petition," say the women, "as the present system of traveling in the cars, both surface and elevated, is a menace and disgrace to this city, which should stand first in the world for its public transportation."

A committee was appointed by the Citizens' Union last night to appear before the State Railroad Commission at its hearing this morning. The members are Dr. Matthew Beattie, R. Fulton Cutting, A. H. Eastmond, John Ford, Frank Harvey Field and John L. Wells.

Commissioner Dunn said last night: "I had no such interview as that which purported to come from me printed in this morning's newspapers."

## "RUN FOR GAMBLERS"—GROUT.

## Comptroller Says R. T. Inders Manipulates the Market.

Comptroller Grout said yesterday that it seemed to him that the Brooklyn Rapid Transit system was run for the benefit of gamblers in Wall Street, rather than for the convenience of the public.

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## SECRETARY SHAW DROPS IN.

## Not to Meet Bankers or Discuss the Money Market.

Leslie M. Shaw, Secretary of the Treasury, came to this city from Washington yesterday. He was accompanied by his son and two daughters, and with them visited the Wall Street district in the morning, calling at the United States Sub-Treasury and at the Custom House. The Secretary said that his trip to the city was a "pleasure trip," but that he did not expect to meet any bankers. He declined to discuss the money situation. It was understood that his trip was merely a holiday visit.

## MORE POWER OVER RAILROADS.

## Bill the Produce Exchange Will Tell the Legislators About on Jan. 5.

The Produce Exchange committee on freight rates and terminal charges has invited the members of the Legislature from Great New York to meet with the committee on Jan. 5. The committee will inform the legislators on the points of a bill to be introduced increasing the powers of the State Railroad Commission and providing for the enforcement of its recommendations. The committee believes that the port of New York has been discriminated against by the railroads.

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## HIGHER FLOUR FREIGHTS.

## In Effect on Jan. 1 From Chicago to the Seaboard.

An agreement has been made between the Eastern and Western railroads by which the proposed increase in freight rates on flour will go into effect on Jan. 1, on all shipments from Chicago to the Atlantic seaboard. The new rates will be 25 cents per 100 pounds for export and 27½ cents for domestic use.

These increases are the same as those agreed upon about a month ago to go into effect on Dec. 8. The delay in putting these rates in force was due to the unwillingness of the Western roads to concede so large a proportion to the Eastern roads as was demanded. After several conferences the Western traders concluded that they would lose more by standing out against the Eastern lines than by conceding the increase. Several of the large Northwestern millers now throw their influence in favor of the Eastern lines.

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## RAILROAD EARNINGS.

## Cheapeake and Ohio.

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